Det Bel Isle & Windsor Ferry Co 07

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 38. CLEVELAND, O., SEPTEMBER, 22, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

We are pleased to direct attention to the new card of C. H. Presley & Co. on the second page.

The firm of Murphy & Miller shipbuilders, of this city, is amicably dissolved. Both of the gentlemen will probably go into business individually.

The ore has all been taken out of the sunken schooner Tilden and chains are being passed round her and timbers with scows to raise her placed in position.

Captain Cuson, manager of the line, gives great credit to the Cleveland Drydock Co., for the good workmanship and material put into the repairs on the D. C. Whitney.

Patrick Lynch, a fireman on the tug Charles Henry, fell into the fire hold of that craft on Sunday, and was so badly injured that he was taken to the Marine hospital to be cared for.

In coming into this harbor the best depth of water will be found a little east of the center of the channel. Pilots will do well to make a note of this fact and steer accordingly. The work of dredging is progressing well under favorable weather.

Last week Coleman Smith, of Alpena, a sailor on the barge Old Concord, received a handsome gold medal from the Sturtevant Lumber Co. for bravery in rescuing the little son of W. H. Hagar from the waters of St. Clair river, at Port Huron.

A telegram from Engineer McGinniss, to Mr. J. F. Pankhurst, says the propeller Cambria, met and defeated the propeller Tioga going up, and passed her, giving her a first class beating. This trial of speed gives to the Cambria the designation of the Greyhound. The Cambria's engines were working 97 turns, and pop valves of both boats were slowing off. We await the next tussel.

At Cleveland drydock since last report C. H. Johnson had topsides and buts calked, leak stopped; the Brunette decks calked and general repairs; the Wetmore, Thomas P. Sheldon, and Egyptian repairs to bottom, buts calked, and leak stopped; Jim Sheriffs topsides recalked, and bottom searched up; Captain Greenhalgh's sand scow some plank in bottom, and general overhauling.

Frank S. Manton, agent of the American Ship Windlass Co., Providence, R. I., was in the city this week. Mr. Manton secured a net full of orders for different styles of Providence windlasses. He returned with orders for seven steam windlasses from the Globe Iron Works Co., and two from the Cleveland Shipbuilding Co., which, added to others received by him during the week, make a total of twenty-seven for the lakes.

Early on Sunday morning two hunters found two men, apparently dead, lying beside the Michigan Central railroad track near Woodmore, a short distance from Detroit. The unfortunates had evidently been struck by a train. One of the men, who was recognized as a sailor named James Dolan, was dead. His companion, who is supposed to have borne the name of William Banks, was taken to St. Mary's hospital in Detroit, where he died in a short time. Dolan's mother and sisters live at Wyandotte, Mich., while Banks is thought to be a Cleveland sailor.

The Cleveland Drydock Co., will soon lay the keel for a new steamboat for Mr. H. Johnson and others, a contract having been closed Monday. The new boat will be 260 feet keel, length over all 278 feet, beam 40 feet, and hold 23 feet. She will be driven through the water by a compound engine similar to the one on the steamer Horace A. Tuttle; cylinders 28 and 50 inches, with a 42 inch stroke; two boilers, 8½ by 16 feet. She will cost when finished about $120,000, and will have an estimated carrying capacity of 2,100 tons. She will go on blocks about where the Horace A. Tuttle was built, and will be ready for launch on the opening of navigation next year. The owners are H. J. Johnson, Geo. S. Wright, Ezra Nicholson, John Cowle, Geo. Presley, P. Johnson, Alex Campbell.

There is a fair demand for tonnage. Rates are $1 to Milwaukee, $1.20 to Chicago, and 85c to $1 to Lake Superior ports, according to the facilities for unloading or other causes. Ore rates are steady at $1.65 from Escanaba, $2 from Marquette, and $2.50 from Ashland. The lists of engagements made yesterday is as follows: Schooners Emma C. Hutchinson and May Richards, coal, Cleveland to Chicago, $1.20; steamer V. Swain and consort Helvetia, ore, Ashland to Ohio ports, $2.50; schooner A. G. Morey, coal, Cleveland to Escanaba, 75c; schooner Columbian, coal, Toledo to Escanaba, 75c; schooners Wm. Home and Belle Hanscomb, ore, Marquette to Cleveland, $2; schooner J. S. Richards, coal, Cleveland to Escanaba, 75c; schooner St. Lawrence, stone, Cleveland to Sault ste Marie, $2.25, free; steambarge Lowell, coal, Cleveland to Marine City, 55c; barge J. E Sparrow, coal, Cleveland to Saginaw, 60c.

CHICAGO.

Special to the Marine Record

Lumber charters were made on Monday at $2.12½ from Manistee, $2 25 from Menominee, $1.75 from Muskegon, $2.00 from Ludington.

At Miller Bros.' shipyard the scow Green Bay and schooners W. H. Hawkins, L. A. Simpson, Wm. Jones and Cheney Ames were in dock getting leaks stopped; the steambarge Lincoln for repairs to her wheel; the schooner Potomac for calking bottom; the steambarge A. R. Colborne for a new wheel; the steambarge F. W. Wheeler for a new fore foot; the steambarge Monitor for some new plank in her bottom; the schooner C. J. Roeder for some calking and repairs; the propeller Northerner had her garboard strakes taken out and her limbers cleaned; the tug Flossie Thielcke was at the derrick for repairs to her stern bearings; the tug Inghram to have a line taken out of her wheel; the schooner Joses received a new jibboom and cathead; the schooner Ezra Fuller a new foremast; the schooner A. C. King a new fore topmast.

The steamship W. H. Gratwick broke three blades off her wheel just below Erie street bridge on Saturday and went into one of Miller Bros.'s drydocks Tuesday afternoon for a new wheel.

Captain David Cochrane laid up his fine excursion steamer John A. Dix last week at South Chicago, after a most successful season, during which many thousands of pleasure seekers have enjoyed trips on Lake Michigan, and all have a good word to say of her gallant captain and officers.

James Dall, of the firm of David Dall & Son, vessel owners of this port, died of consumption Tuesday afternoon. He was 29 years of age, and leaves a wife and a three-year old daughter. The funeral will take place Friday noon, from his residence 239 E. Indiana street, and his body will be interred at Rose Hill cemetery.

The schooner City of Chicago, owned by James L. Higgie, of this port, ran on the rocks, off Mission Point, Mackinac island on the afternoon of the 15th. She was laden with cedar ties, and bound for this port. She is valued at $10,000 and insured in the Boston Marine. She was released on the 17th by the wrecking tug Leviathan, which will tow her here.

Captain Thomrs Maytham, of Buffalo, was in this city on Saturday last.

The steamship Roswell P. Flowers' cargo loaded at this port, was 442 bushels short when unloaded at Buffalo.

Captain Jesse Hurlbut has gone on the propeller St. Louis as first mate.

At the Chicago Drydock Co.'s docks the schooner C. Amsden was in for a new fore foot and bottom calking; the tugs O. B. Green, Van Schaick, Babcock, and Hackley for repairs to their stern bearings and calking; propeller White and Friant for new brasses and calking; schooner A. E. Vickery received new jibboom and sprit sail yard; the schooner G. M. Filer and J. A. Holmes new gaffs; schooner A. Mosher had her top sides calked.

The Goodrich Steamboat Co. have discontinued their morning steamboat between Chicago and Milwaukee. The evening boat will run as heretofore, leaving Chicago at 8 p. m.

The propeller Delaware, of the Anchor line, broke her crank pin when she started out last week. The Featherstone foundry forged a new one. The delay entailed a loss of $2.000.

The damage to the schooner Emily B. Maxwell will probably exceed $9,000. She was totally dismasted and her entire outfit of canvas and running gear was carried away. About 6,000 bushels of her cargo were destroyed. She was insured for $15,000 in the pool, and the cargo for $7.000 in the Louisville underwriters. It will take $5,000 to repair her.

Captain Reardon returned from Port Huron last week, having completed a survey of the wrecked schooner Mary D. Ayer. The cost of releasing and repairing the vessel was $5,390.

The canal boat Georgia, laden with 6,200 bushels of corn, was sunk in the river last Friday by a collision with the steambarge T. W. Snook. The Georgia was bound down, in tow of the steam canal boat City of Henry, and the Snook was bound up with a cargo of lumber. Both vessels entered the last draw of Eighteenth street bridge at about the same time. The Snook cleared the City of Henry, but struck the Georgia, crushing in her bows and causing her to sink almost instantly. Her cargo is a total loss. It is insured in the Continental. The damage will foot up about $4,500. The Snook had her stem twisted off by the force of the blow. When she returns here she will be libeled, and the courts will be asked to decide whether or not the Snook was at fault for sinking the Georgia. Marine men say she was not and they also say that the city authorities ought to put a stop to the towing of canal boats up and down a crowded channel like Chicago river in fleets of four, five, and six. There were four boats, including the Georgia, in tow of the City of Henry when the Snook struck the Georgia. The handiest tug in Chicago would not attempt to tow more than one vessel at a time, but a canal boat, with steam power, would not hesitate to tow a string of boats that would reach from here to Christmas, so long as she was pretty certain of collecting damages from the first vessel that came in collision with her or any of her consorts.

A sailor named Thomas Sheridan while at work on the grain-laden schooner C. A King, Saturday afternoon, just before she started out, was struck on the head by the squaresail yard loop, sustaining injuries which may prove fatal.

Grain freights were fairly active. Rates were steady at 4c on wheat and 3¾c on corn to Buffalo and 3c to Georgian Bay.

The damage to Captain David Dall's schooner Presto, which recently suffered considerably in a gale on Lake Huron, is estimated at $700. WILLIAMS.

TOLEDO.

Special to the Marine Record.

On Monday evening there occurred a sad accident on the tug Pathfinder, in which Fred Gorman lost his life instantly. He was putting in a fire and in some manner unknown to anybody, he slipped and fell in to the crank pit. His scull was crushed and his arms broken as was also some of his ribs. He was missed by the crew and a search was made. His partner was about to give up the search when he looked into the crank pit and beheld Fred lying on his back as if asleep. He shouted to the engineer who stopped the engine and then the lifeless body was taken out and placed in the cabin. The boat was immediately brought to Toledo, where his brothers Peter and Edward, who are employed on the dredge General Meade, were notified. The body was taken to Fulton, N. Y., for burial, where the deceased has a mother and sister. The Gorman boys are good, sober industrious boys, liked by everybody who knew them. The Enright and Hardy tugs are draped in mourning and a sadder lot of tug men was never seen than are the Toledo men.

Marine business is very dull here at present.

The Golden Age, succeed in getting in here last Saturday.

A new steel hull will be built for the Evening Star this winter. H.

DETROIT.

A consort to the new steambarge M. F. Breen will be built at Linn's yards, Gibraltar, next winter.

The Detroit drydock company, will build another steamship for the Flint & Pere Marquette railway company. It will cost $90,000.

The funeral of Captain Surles, of the barge Smith, who was fatally crushed at Cheboygan last week by the falling of a steam pump, occurred here Friday.

The Marquette Mining Journal says: The raft of 4,000,000 feet of logs belonging to the McGraws, which the tugs Mocking Bird and Mystic were forced to let go on this lake during the gale last week, has brought up on Whitefish Point. The captain of the George Sherman, which was in shelter there, says that the logs were driven high and dry on the shore, and are piled high in the air in mountains of pine by the terrible force of the seas. The logs were valued, according to the dispatches, at nearly $80,000. Before letting go the line to avoid being dragged on the shore, the Mocking Bird bent an anchor on the line hoping that it would catch and hold the raft off the beach.

The $20,000 loss incurred by the propeller St. Paul from her two fires in 1883 has never been paid up by the underwriters. A third trial of the suit against them by the owners of the vessel is now in progress.

Several important admiralty cases are being argued in the United States circuit court at Detroit. Saturday a decision was handed down requiring the Anchor line to pay $19,115 to the Grand Trunk railway company for damages sustained by the ferry Lansdowne, which was run into by the Clarion July 15, 1885.

William A. C. Miller vs. tug Andrew J. Smith; appeal from district court admiralty; decree of lower court affirmed.

Arguments are being heard in regard to the burning of the propeller St. Paul. This is a case in which marine men are greatly interested. November 10, 1883, the St. Paul, loaded with quick lime and carboys of muriatic and sulphuric acid, on her way from Buffalo, bound for Duluth, took fire near Detour, at the mouth of the St. Mary's river. The origin of the fire was a mystery, although from the nature of the cargo it was never doubted that the glass carboys of acid became broken, and mingling with the lime set fire to the steamer. As soon as the flames were discovered the tug Swain, which happened to be passing near, was signaled, and the fire apparatus on board the tug was almost immediately brought into use. All efforts to extinguish the fire, however, were fruitless, and as a last resort the steamer was scuttled and sunk. As soon as practicable she was raised and towed to Detroit, with her cargo for repairs. Before anything was done the fire broke out afresh and the vessel was again scuttled and sunk at the dock where she was moored. By this time it was estimated that the fire had damaged the vessel to the extent of about $20,000, and the work of raising her would amount to about $20,000 more. Some difficulty was experienced in adjusting the claims with eight insurance companies holding risks on the steamer and cargo, they claiming that they had receipts in full from the owners of the St. Paul for all disability for losses on their part, which was disputed by the other side. This dispute finally ended in the institution

(Continued on 4th page.)

THE OLD RIVER BED.

At the last meeting of the board of industry the opening of the old river bed into the breakwater basin and the extension of the breakwater was brought up in the following resolution, introduced by Hon. Geo. W. Gardner:

WHEREAS. The general government has adopted a plan for building a breakwater, beginning at a point about 500 feet easterly from the end of the present constructed West Side breakwater and extending along about parallel with the lake front, to a point about opposite Wood street, where as contemplated by the plan, an arm extension is to be built towards the shore, so as to leave an opening between this arm and the shore at a point mentioned and

WHEREAS, Since beginning the work of the breakwater now constructed on the West Side and the adoption of the plan for an extension on the East Side and the present time there has been such a material increase in the volume of marine shipping interests to demand the construction of a very large class of vessels, proportionately nearly twice the length of those formerly built, thereby necessitating a largely increased water area in harbors, and other facilities to properly accommodate the merchant marine interests as they now are, and to provide such protection for harbor of refuge purposes; therefore, be it

Resolved, By the citizens of Cleveland represented by the board of industry and improvement, and largely interested in marine business of the inland lakes, as well as in general commercial pursuits, and especially for and in the interest of the great number of persons who are actively engaged as mariners in the management of this large and constantly increasing valuable marine business, the success of which the whole country is more directly and indirectly interested—whose lives and interests in their charge are as valuable and entitled to as much protection from the general government as are the lives and property of others similarly engaged at other marine water ways, that to insure absolute protection it is believed to be necessary to increase the area of protected water space by changing the present adopted plan for building the break water so that there shall be an extension, in an easterly direction, of sufficient length to provide ample room for refuge purposes; and be it further

Resolved, That the committee on lake and harbor improvements of the Cleveland board of trade be invited to co-operate with a committee of five members of this association, to be appointed by the president, in an effort to induce a recommendation by Major Overman, United States engineer in charge of harbor improvements in this district, of a change in the present adopted plan of building a breakwater, to the end that the breakwater may be extended in an easterly direction so as to give a larger water area protection for harbor of refuge purposes.

Resolved, That in case of success with Major Overman, whose recommendation is necessary to insure attention from the secretary of war and board of United States engineers, that Senator H. B. Payne and Congressman M. A. Foran be and they are hereby urged to use their utmost efforts as our representatives in congress that a change of plan and desirable benefit and further safety to life and property may be secured.

Resolved, That the secretary of the board be requested to invite the Hon. H. B. Payne the Hon. M. A. Foran, and Major Overman, United States engineer in charge, to attend the next meeting of the board and to participate in a discussion of the matter herein proposed, and that the question of adopting these resolutions be postponed until that meeting of the board.

Mr. Gardner, in speaking on the resolution, gave the history of the project to extend the West Side breakwater. Until 1884, the plan was to extend the east pier, but at that time the board of trade, through the aid of Major Overman, succeeded in influencing the government in changing the plan. It was then that the government decided to build the extension. The plan included a shore arm to extend perhaps half way to the shore, but the probabilities are that the main structure will be lengthened by the construction of the proposed shore addition. Mr. Gardner stated that a few months ago he arranged an interview with Congressman Foran and Major Overman at the latter's office. When the need of the extension was fully explained to Mr. Foran he heartily indorsed the plan. Major Overman is fully informed of the need of the work and, it is stated, will recommend it to the government. Mr. Gardner said that he was surprised at the indifference of business men. They would strain every effort to collect a bill for $25, he said, but when there arose the question of an improvement worth millions of dollars they gave it little attention. If the people took hold of the matter in a proper spirit he had no doubt that they would be rewarded with success.

DANGER IN IDLE BOILERS.

Any boiler that has been standing idle for a few weeks or months is a dangerous thing to enter, and no one should attempt it until it has been thoroughly ventilated by taking off all the man hole and hand hole plates and throwing water into it. This is due to the presence of a gas which is generated from the refuse and mud, or scale, which, to a greater or less degree, remains in all boilers. Contact with fire is certain to result in an explosion. Not long since a locomotive was in a roundhouse, where it had been waiting some weeks for repairs. Some of the tubes were split and a man was pulling them out. He had only removed one or two when, putting in his lamp to see what remained, there was a fearful explosion, which shook the shop. An inspector of the Hartford boiler insurance company had the same experience, and so many of these occurrences have taken place that it is well to use the precautions mentioned. There are many other places which are unsafe to enter when they have been long closed, such as wells, pits of any kind and tanks. Precisely what the nature of the gas is no one seems to know, but it is assuredly settled that a man who goes into it with a light seldom comes out unharmed.—*The Milling Engineer.*

A SEA TELEPHONE.

A dispatch from Cincinnati, Ohio, says: At Fernbank, ten miles from this city, are the workshop and laboratory of Harvey B. Cox, a young electrician, who, though known to but few here, is attracting the attention of scientists and electricians in this country and Europe by his inventions, in which he is as prolific and ingenious as Edison. His latest device is a trumpet, to be used for telephoning at sea, on which he has been working for some months. The invention is the outgrowth of his discovery of the great distance an echoed or reverberated sound will carry, and the discovery that speaking trumpets, if made to give the same fundamental note, would vibrate and produce the phenomenon known in acoustics as "sympathy." With this trumpet, conversation in an ordinary tone of voice, was carried on between persons four and a quarter miles apart. People sitting at their windows or on their porches, a mile away, conversing in an ordinary tone, could be distinctly heard, and in a couple of instances they were told the nature of their conversation and admitted that such had taken place. By listening to the whistle of a train, and tracing it to and beyond Fernbank to Lawrenceburg, Ind., it was found that the instrument has a well-defined range of twenty-six miles; that is, a loud sound like a locomotive whistle or the rumbling of a train can be distinctly heard at a distance of thirteen miles in every direction. Conversation was readily carried on between two gentlemen on high hills on opposite sides of the Ohio river, about four and one half miles apart. Tests made on the water showed that the trumpet was even more available than on land. The instrument will be patented as soon as perfected. A name has not yet been chosen for it. Mr. Cox has a great many other curious and valuable devices, both electrical and mechanical, but none as curious as his sea telephone.

STERN LIGHT FOR VESSELS UNDER WAY.

We can only say on the general question of the stern light, if it is not legal to carry under the International regulations a fixed white light showing from the stern, then most of the large steam vessels of the mercantile navies in the world act illegally; but our opinion is that it is not illegal, but is highly convenient, and affords a great measure of safety. If an overtaking ship ever should run into the stern of one going before, and should attempt to justify such an act on the ground that the white light she saw from the stern of that overtaken ship was a fixed white light, we have no hesitation in saying that no court would justify such rash misconduct, or would entertain such a frivolous excuse. If a white light is seen on a ship at sea, it is to warn another ship of the presence of the ship showing it. It is only an "ordinary" precaution on the part of the master of one ship to avoid a white light seen by itself on another ship, and the master of every ship is bound to take ordinary precautions.—*Nautical Magazine.*

A ROUNDABOUT WAY.

"Do you swear?" asked a ministerial looking man of a sailor on the dock.

"Pretty often," was the reply.

"Drink?"

"—m—yes. I get dry onct in a while."

"Gamble?"

"When th' v'gage's over I shake a few dices."

"Chew tobacco?"

"Look here, shipmate, ain't you gettin' kind'r curious?"

"Answer me that; do you chew tobacco?"

"Wa'al, yes, I do."

"That's what I wanted to get at, and I meant to do it in a soothing, gentlemanly way, as it were. Gimme a chew, will you?"—*Puck.*

AHOY! MARINERS!

The beacon light, which guides you safely in the harbor of pecuniary advantage is the Boston Dry Goods firm of *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O, established since 1866 in this city, informing you of our specialty in supplying vessels with ☞ *Comfortables, Blankets, Table linen, etc* and that we *sew to order* at *shortest notice* ☜ *Sheets, Pillow cases*, or any necessary equipments for bedding.

☞ We are also pleased to inform you that we are the *only* manufacturers in this city who retail direct to consumers, none but *our own genuine home made* ☞ *Flannel Shirts, Waterproof Shirts, Scarlet Flannel Undershirts* and *Drawers, Overalls, Jean Pants*, etc., or ☞ *make them to order* ☜ for the same price we sell them ready-made. ☞ All our Shirts are 52 inch wide, 36-inch long, extraordinarily well sewed. ☜ The *Custom Cutter*, associated with our merchant tailoring department offers to make *Gents' finest Cassimere, Broadcloth Suits*, in the *latest style*, guaranteeing the best fit and fine workmanship ☞ *for $8 less* ☜ than any other merchant tailor, because he has *no Rent to pay, does his own cutting*, and wants *to advertise himself*. Kohn & Co., 213 Detroit st., near corner Pearl, Cleveland, O.

D. N. Runnells succeeded in raising the scow S. E. Curtiss which sunk in Black river lately.

Captain S. B. Grummond, of Detroit, has bought the Moflat dock, at the foot of Butler street, Port Huron, Mich.; consideration $1,100.

C. H. PRESLEY. H. F. PARMENTER. C. E. M'COMBS.

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C. J. STARKEY,

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Specirl Attention Given to Vessel Supplies.

FAIRPORT, O

To close the Estate

OF THE LATE

SAMUEL L. WATSON,

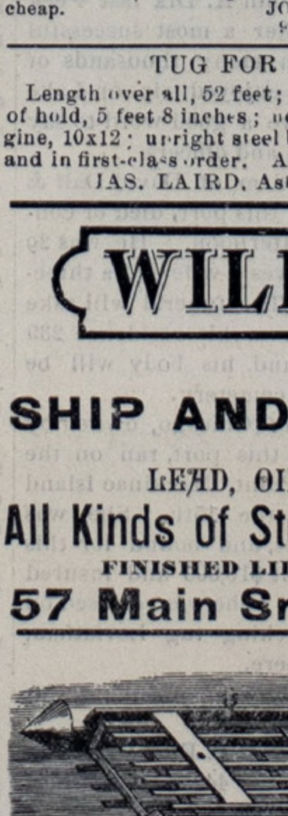
THE FOLLOWING VESSELS

Are Offered for Sale.

Stmr, ST. LOUIS, a2,
Schr, CHAMPION, a2,
do JAS. D. SAWYER, a2,
do POTOMAC, a2.
do VOUGHT, a2
do S.L. WATSON, a2 1-2

For Particulars, and Where Vessels can be seen for Inspection, write to

Henry W. Watson,
16 White Bldg., Buffalo, N. Y.



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SHIPSMITHS.

All Kind of Forgings, Bolts and Truss Rods for Building.

49 Main-st Cleveland

STEAMBARGE FOR SALE.

This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a dratt of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.

Address MARINE RECORD, Cleveland, Ohio.

WINDLASS FOR SALE.

The undersigned have a Hadfield Patent windlass or a one and three-eighths inch bar chain for sale cheap.

JOHNSON & BATES,
927 Erie St., Racine, Wis.

TUG FOR SALE.

Length over all, 52 feet; beam, 13 feet; depth of hold, 5 feet 8 inches; net tonnage, 7.38. Engine, 10x12; upright steel boiler. One year old, and in first-class order. Address,

JAS. LAIRD, Ashtabula Harbor, O.

ROBERT E. HILLS,

57 & 59 North Wells St., Chicago, Ill.
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STEAM FITTING AND HEATING,

Wrought Iron Pipe & Fittings

ENGINEER'S SUPPLIES.

General Jobbing Work Done Promptly.

Also, Proprietor of North Side Brass Works.

CAPT. GEO. A. SIMPSON,

Compass Adjuster,

COMPASSES, BAROMETERS, PATENT LOGS AND MARINE GLASSES REPAIRED,

Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, Nor or South of above Courses

161 River St., Cleveland, O.

DETROIT & CLEVELAND.

STEAM NAVIGATION CO.,

BETWEEN

CLEVELAND & DETROIT,

MACKINAC ISLAND, ST. IGNACE,
ALPENA, SAND BEACH,
PORT HURON, ST. CLAIR,
OAKLAND HOUSE, MARINE CITY

Special Sunday Trips

BETWEEN CLEVELAND AND DETROIT
DURING SUMMER MONTHS.

For full information, rates, tickets, etc., apply to E. B. WHITCOMB, Gen. Pasgr. Agt., Detroit, Mich, T F. NEWMAN, General Agt, Cleveland, O.

Travelers Information Bureau,

224 Bank St., CLEVELAND O.

Where may also be found a full line of ocean tickets

THREE HOURS LAKE RIDE EVERY EVENING

Except Sunday. Cleveland Lighterage Co.'s steamer

AMERICAN EAGLE,

Leaves foot of Superior street at 7:30 p. m., returning at 10:30, giving three hours on Lake Erie. Fare, only 25 cents. No liquors allowed on board. Music for dancing by Prof Balas Orchestra.

H. R. ROGERS Manager. T. F NEWMAN, Pres't.

Special lake rides every Saturday afternoon at 3:30. Fare 25 cents.

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk	.....	†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

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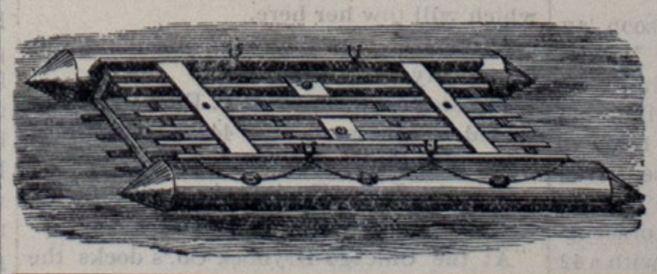

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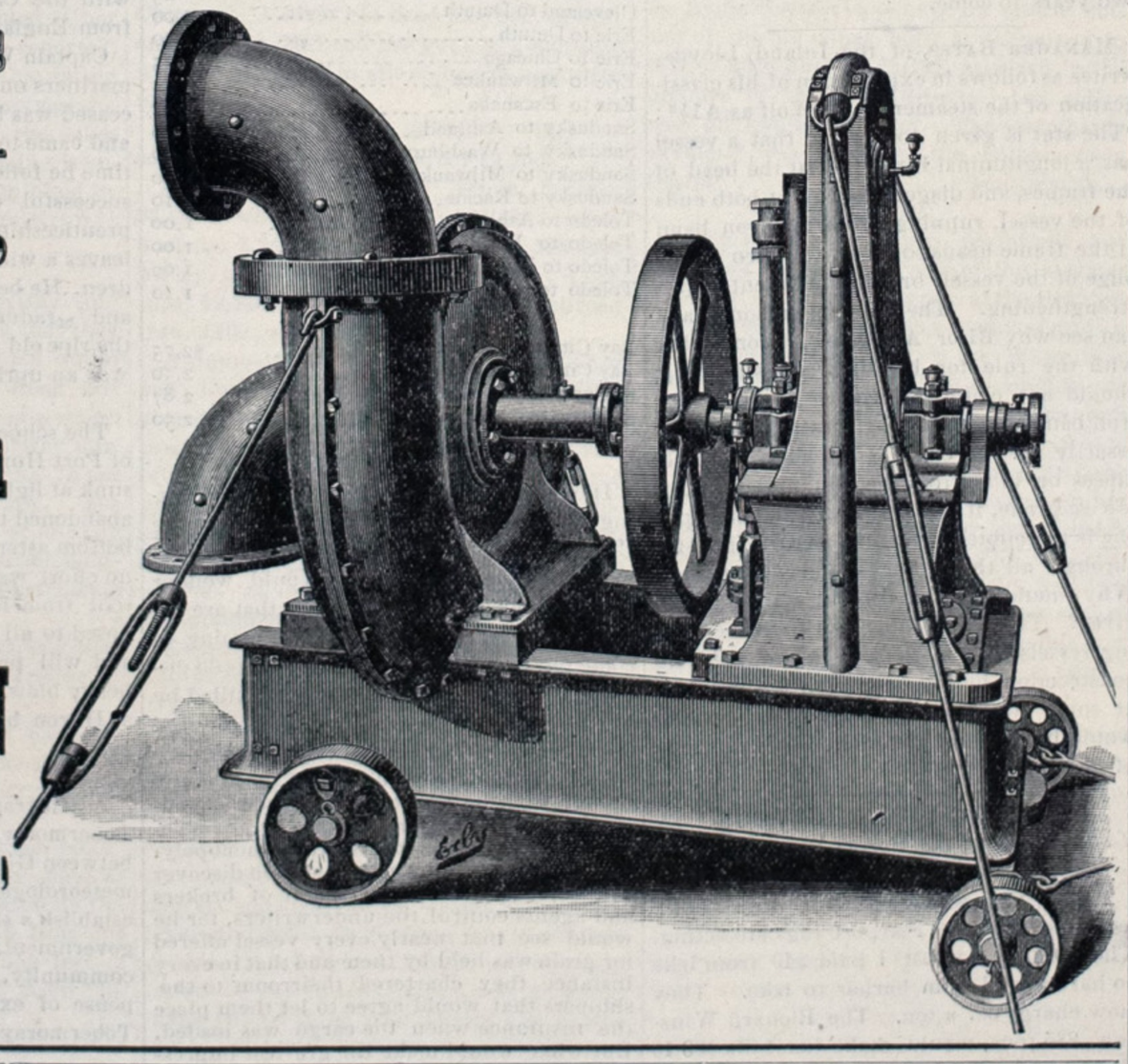

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, SEPT. 22.

OIL AS A SAFEGUARD.

The steamer Warwick, from Newport, England, reports terrific northwest gales with mountainous seas. On September 6th the seas were making a clean breach over the vessel, sweeping the deck fittings before them. Oil was used with marvelous results. As far as the eye could reach, where the oil had touched, the seas were quite calm and unbroken, while outside they were breaking in every direction.

This is a question that can no longer be avoided, nor can the good results obtained be denied. Evidence comes to us every day of the efficacy of oil as a pacifier, and we trust that masters will supply themselves with the proper means of applying it in view of the fall gales which annually sweep the lakes. Canvas oil bags for use on board vessels and steamers have been perfected and patented by a firm in this city, M. H. Dodge & Co., 24 Broadway, which will answer the necessary requirements. The commissioner of navigation says the knowledge of the value of oil when used for calming the sea is not of modern date, although recent investigation has brought its importance before the public and given it credence with seamen. The United States Hydrographic office has for some time been collecting important evidence for practical observers which goes to show the great value of oil when used in quelling heavy breakers at sea, and data to determine under what circumstances and in what manner its application is most efficacious. Some of the communications are interesting and convincing. It was not until recently that the custom of dropping oil overboard from vessels at sea in a gale was carried into practice. Even now there are some old sailors who would scoff at the idea of smoothing the ruffled waters by any such simple and superficial treatment as spreading over them a thin, filmy coating of oil. But the proof of the pudding is in the eating thereof. Without experimental knowledge of our own it is often difficult for us to believe in what appears to be marvelous. The phenomena presented by a heavy, rolling, turbulent sea, the relative forces concerned in its action, and just how far this action may be controlled by artificial influences, can only be determined by long continued and oft repeated trials, made under every varied circumstances of actual experience by practical observers.

The use of oil in calming troubled waters has received considerable attention from the navy department also, and by the national naval institutions of Great Britain, which have been the subject of several official reports, from which the impression is gathered that, although the experience reported by repeated trials on bars and at the entrance of harbors has not proved to be a perfect safeguard against the heavy breakers produced by shoal water, its application in deep water of the open sea has a marked effect, leaving the undulations with the harmless roll usual in a heavy swell where there is little or no wind. The use of oil in gales of wind on the ocean and lakes, whether running before a heavy sea or hove to in a storm, or when it is found urgent to lower boats for any purpose, has, on nearly all occasions, had a most marked and beneficial effect, so that it seems almost incredible that its use has not become a matter of every day occurrence when occasion requires.

NATIONAL BOARD OF STEAM NAVIGATION.

The sixteenth annual meeting of the national board of steam navigation will be held in New York on the 4th, 5th and 6th of October, at the Fifth Avenue hotel, at 11 a. m. There will be many subjects of great moment affecting the interests of the steam vessels of the entire country before the meeting. Congress will be requested to amend the law that now requires the supervising inspectors to meet in Washington every year so that they shall meet on an order issued by the secretary of the treasury. This is a good measure, and we hope that lake men will take due interest in it. As all lake vessel owners know the supervising inspectors now come together but once in a year, January and February. If a law or rule has been foisted on the marine public by any meeting there is no relief under the old custom until the next annual meeting of the supervising inspectors.

AGAIN the lakes furnish the largest amount of tonnage built in the United States for the week ended September 17. The steamer Frank L. Vance, of Milwaukee, 1731.38 gross, 1444.10 net tons, is the largest, then comes the George Nester, of Marquette, 790.64 gross, 751.11 net tons. Added to the above are the scow-schooner City, 41.12 tons, hailing from Milwaukee; schooner Gazelle, 8.40, Oswego; steamer M. T. Green, 523.93 tons, Chicago, and the Pioneer, 88.81 tons, Port Huron. The total reported from the lakes for the week is six vessels, with tonnage of 3184.28, and for the coasts and rivers, twelve vessels with a total tonnage of 1253.24 tons, an excess in favor of the lakes of 1931 tons. The largest vessel built for the coast was the Zampa, 385.76 tons, hailing from San Francisco. Thus it will be seen that we are doing a grand shipbuilding business and building grand ships, with sufficient production to keep all busy at good rates and with bright prospects for two years to come.

MANAGER BATES, of the Inland Lloyds, writes as follows in explanation of his classification of the steamer W. H. Wolf as A1½*: "The star is given to signify that a vessel has 'a longituninal iron band at the head of the frames, and diagonal straps at both ends of the vessel, running from the iron band at the frame heads to below the turn of the bilge of the vessel,' or the equivalent of this strengthening. There is no reason that I can see why B1 or A2 vessels, if complying with the rule for banding and strapping, should not claim and receive the star. An iron banded and strapped vessel is not necessarily A1 in class, and when a vessel lapses or falls from the first to the last, or lowest grade, if she be banded and strapped she is undoubtedly entitled to carry her star through all the changes and declensions. Why should she ever drop it while she survives? There is nothing new in thus crediting vessels with marks or signs of merit in construction, but to drop such designations at some stage of the lifetime of vessels would be something new in the making up of marine registers."

INDEPENDENCE OF TUGS.

To the Editor of the Marine Record:

FAIRPORT, September 19.

I wish you would insert in the RECORD as to the way the Fairport tugs are acting. The 10th of August I paid $40 from lake to harbor and from harbor to lake. They now charge 6c. a ton. The Richard Winslow, 885 tons, would make her bills $53.10 in and out. In Lorain August 24, I paid $30 in and out. They have two tugs here, and they keep one of them fired up,; the other one has had no crew or captain since I came here on the 15th inst. The one captain runs both tugs, and the other captain is, God knows where. The vessels coming in here must pay the expenses of those who are lying around. They towed the schooner Clintashore west of the pier yesterday noon, and the agent of the road got a crew, took the other tug and got the vessel off without damage. I find they need stirring up and I know you can do it. It will be a good thing for vessel men.

JOHN CONNOR,
Master of schooner Richard Winslow.

HARPER'S MAGAZINE.

The October number of Harper's magazine is wonderfully rich with drawings, illustrating the writings of a brilliant galaxy, comprising Henry James, Kate Field, E. C. Stedman, Miss Woolson, Blanche Willis Howard, Rebecca Harding Davis, Amelie Rives, Bishop Hurst, beside the novelists Howells and Miss O'Meara, and the department editors, George William Curtis, Charles Dudley Warner and others. The opening article, "Our Summer's Outing," is an autobiographical story by Kate Field, telling the comical and exasperating experiences of a vacation party in a central New York village. This is followed by a number of timely sketches, if possible, more ably written and of deeper interest than those contained in former numbers of this excellent magazine. No reading matter can be more interesting and instructive on shipboard than Harper's magazine, which is for sale at all news depots.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

LAKE FREIGHTS.

Freights are firm at quotations current last week with the exception of an advance of 5c on ore from Ashland and ½c on wheat from Duluth. Tonnage is scarce for up cargoes, but this condition will not prevail long, as the spring contracts for carrying to October will soon expire, when tonnage for up cargoes will become more plenty. We quote:

ORE.	
Escanaba to Chicago	1.00
Escanaba to Ohio ports	1.65
Marquette to Ohio ports	2.00
Ashland to Ohio ports	2.50
Two Harbors to Ohio ports	2.50
GRAIN.	
Wheat, Duluth to Buffalo	6c
Corn, Chicago to Buffalo	3¾c
Wheat, Chicago to Buffalo	4c
Wheat, Milwaukee to Buffalo	4c
Wheat, Detroit to Buffalo	2¾c
COAL.	
Buffalo to Milwaukee	1.25
Buffalo to Chicago	1.25
Buffalo to Duluth	90c
Cleveland to Milwaukee	1.00
Cleveland to Chicago	1.25
Cleveland to Duluth	1.00
Erie to Duluth	1.00
Erie to Chicago	1.25
Erie to Milwaukee	1.25
Erie to Escanaba	75c
Sandusky to Ashland	1.00
Sandusky to Washburn	1.00
Sandusky to Milwaukee	1.10
Saudusky to Racine	1.10
Toledo to Ashland	1.00
Toledo to Washburn	1.00
Toledo to Duluth	1 00
Toledo to Milwauke	1.10
LUMBER.	
Bay City to Tonawanda	$2.75
Bay City to Ohio ports	2.50
Saginaw to Tonawanda	2.87
Saginaw to Ohio ports	2.50

CARGO INSURANCE.

If one could look into the internal working of the cargo insurance business, says the Chicago Tribune, he would find that it is badly demoralized, and he would wonder how in the world the companies that are engaged in writing cargo risks are going to come out even. The first thing he would discover is that the business is being killed by too much competition. Then he would find that twenty-six big insurance companies are practically under the thumbs of three vessel brokers and the agents of the three propeller lines, and the companies are almost powerless if they refuse to knuckle to monopoly. during trading hours he would soon discover the secret by which this sextet of brokers and agents control the underwriters, for he would see that nearly every vessel offered for grain was held by them and that in every instance they chartered theirroom to the shippers that would agree to let them place the insurance when the cargo was loaded. But what would make the greatest impression on the observer is the fact that old and conservative companies have been forced to pay the monopoly commissions ranging from 30 per cent to 40 per cent of the gross premiums. In former years the highest commission paid to local agents was 15 per cent. Then the observer would quietly wonder how much the stockholders would draw from their companies in the way of dividends at the end of the year, and finding the conundrum a hard one to crack he would draw out his note book and jot down this prediction: "There will be a cargo insurance pool next season for the mutual protection of companies."

[*Around the Lakes Continued from 1st Page*[

of eight suits in the United States district court November 12, 1884. On the trial of the first case, in which all were consolidated, a verdict for the claimant was rendered and the matter referred to the United States Commissioner Harsha to compute the damages. Notice for a new trial was heard and granted by Justice Stanley Matthews, and upon the second trial, which was heard by Judge Brown, a verdict for the defendant was rendered under the instruction of the court. January 10 last, a second motion for a new trial was argued before Judges Jackson and Brown and granted, and a third trial is now in progress.

The steamer Greyhound is to go into winter quarters.

The tug J. C. Morse is being partially rebuilt at the Detroit drydock.

The sailors' union Monday advanced wages of sailors shipping at this port to $3 per day.

The Saginaw has been converted into a wrecking steamer. She has been provided with steam pumps and hawsers and will do wrecking in Canadian waters.

The Detroit river has claimed another victim. While the Lake Superior Transportation company's steamer Nyack, bound down, was opposite the copper dock, Springwells, the cry of "man overboard" suddenly rang out and the steamer was brought to. The victim was soon ascertained to be a colored man who occupied the position of third, or assistant, cook. He had gone to the rail to draw a bucket of water, and doubtless from inexperience or a slight unexpected roll of the vessel had fallen overboard. He was a new man, shipped only a few days before, and no one on board knew his name or his place of residence. The steamer was put about and a thorough search made, but after half an hour, no sign of the man having been met with, the vessel resumed her voyage to Buffalo.

The steamer J. P. Donaldson is at Hodges' dock repairing a crank pin.

The new steamer J. C. Gilchrist arrived up from Trenton Tuesday evening and is coaling.

The steamer United Lumberman is unloading 500,000 feet of lumber from Georgian Bay at Windsor.

It is estimated that $700 will cover the damages to schooner Presto, which was dismantled in a blow on Lake Huron.

KINGSTON.

The M. T. Co. are building a floating elevator. The frame is partly up, and, when ready this fall, it will be capable of elevating over 10,000 bushels of wheat per hour.

A vessel is being built at Deseronto to run between Toronto and Niagara in connection with the Chicora. The machinery comes from England.

Captain W. Hannay, one of the best known mariners on the lakes died last week. Deceased was born in county Down, Ireland, and came to Kingston in 1841, since which time he followed the water. He was a most successful master, having served an apprenticeship at sea before coming here. He leaves a widow and seven grown up children. He began to fail in health in July last and gradually sank till death occurred, a the ripe old age of 73 years. Captaid Hannay was an upright man and much respected.

SAULT STE MARIE.

The schooner Provost, owned by Howard, of Port Huron, brick laden for this port, and sunk at lighthouse point, Detour, has been abandoned to the insurance companies. Her bottom astern was found to be opened and no effort was made by the wrecking outfit sent from here to raise her. She lies exposed to all easterly and southerly winds and will prove a total wreck at the first heavy blow. The Provost, 99 tons was built at Huron by Squires in 1864 and valued at $2,000.

TORONTO.

A telegraph office has been opened at Tobermoray, Bruce peninsula, a town lying between Georgian bay and Lake Erie. The meteorological department will shortly establish a storm drum at that point. The government, in the interest of the shipping community, contributed towards the expense of extending the telegraph line to Tobermoray.

WYANDOTTE.

The Eureka Iron and Steel works are manufacturing plate for the new composite vessel commenced at the shipyard.

SARNIA.

A new steamer for the Sarnia and Lake Superior line will be built the present fall. She will be the largest Canadian steamer on fresh water.

MILWAUKEE.

Special to the Marine Record.

Everything in the marine line is booming here this fall. Coal freights are good and although there are no grain shipments being made from here with the exception of a few small cargoes of barley; still, down freights on ore are good, and take it all around, it promises to continue very busy until navigation closes, with very good prospects in view for next season.

The propeller City of Traverse, from Chicago to Lake Superior, struck on Racine reef in a heavy fog Monday night, but succeeded in releasing herself. On being docked at Wolf & Davidson's, her keel forward and her fore foot were found damaged and had to be replaced.

The schooner Napoleon was seized at Milwaukee Thursday to satisfy an execution of $343 in favor of John L. Larson against Captain Knudson, master of the Napoleon. Captain Larson is the owner of a quarter interest in the schooner.

The schoonor Francis Palms will take the place of the City of Traverse in Wolf & Davidson's drydock and be thoroughly overhauled and recalked.

The dockings at Wolf & Davidson's ship yard for the past week are the schooners John Breden, some new plank and calking; Uranus, same; Manitowoc, butts calked; City of Erie, recalking; Ellen Scoville, butts calked; Trio, recalking; Iris, to have leak stopped; Dawn, some calking and new center board; Lalla Rookh, recalking; steambarges Wm. Rudolph, recalking and a new shoe; Mary Groh, calking; Philetus Sawyer, repairs to stern bearings; tugs G. R. Green, Fred Engel, A. Eaton, Maria B. M., Wm. Crowell, H. F. Bues, R. J. Gordon, general repairs; and the schooner Lookout, a new mainmast. This firm also have about seventy frames up for a new steamship, a little larger than the steamship W. H. Wolf, and will begin another one, a little smaller, both to be completed by the opening of navigation. And, by the way, the rating accorded the Wolf by Mr. Bates, of the Inland Lloyds, was a genuine surprise to every vessel man on the lakes, who had seen her during her construction. To use the words of a prominent vessel owner, if a vessel should be built without straps and arches during Mr. Bates' regime, she would undoubtedly receive no classification whatever. Mr. Bates stated early this season that a vessel, having a parallel strap, through-bolted, was entitled to an A1* rating; now he classes a vessel, diagonally steel-strapped, steel-arched, and with parallel straps inside and outside at the heads of the farmes, and angle steel straps over the heads of the frames, A1½*, and that same A1½* was never heard of before. Verily, I am afraid that there will be no more A1*s obtained under Mr. Bates' ratings. The steamer Westover, he rated A1, and then when she had gone for a load of oar and they would not allow her to carry it as she was leaking, and some one grumbled at her rating, he defended his action, it is reported, by saying that he did not give her that rating to carry ore, but gave it to her to carry grain, when the commonest sailor on the lakes knows that a vessel with an A1 rating is entitled to carry anything not prohibited by law.

CAPTAIN KIDD.

EAST SAGINAW.

Special to the Marine Record.

The owners of the barge Norway congratulate themselves over the fact that they did not finish loading in time to put out of Tawas in the tow of the Mineral Rock last Friday, when the tow experienced a rough time on Sawinaw Bay. The Norway now carries a mascotte on the pilot house in the shape of an image of a little darkey. She left Tawas on Monday in tow of the tug Niagara for Buffalo. She has been chartered for two more trips from East Tawas to Detroit.

D. F. Patzer, a contractor here, has purchased the barge Mariner from Krekow & Johnson; consideration, $4,500.

Captain Geo. Irving, who was formerly mate of the steamer Idlewild, has accepted the position of skipper on the barge Little Jake.

"Patronize those who patronize you!" exclaimed Dolph Pinet, the other day, as he displayed a box of matches, made by the Diamond Match Co., of Cleveland, from one of the boards of the many million feet of lumber transported to Cleveland from Ontonagon by his fleet of boats.

Toledo parties are shipping 500,000 feet of lumber from this port by rail to Toledo Ohio, claiming the rate is much cheaper than by water.

The Germania and tow were in the river during the week.

The old tug Laketon has had the Peck's machinery put into her, and she once more goes by steam.

There were several barges in the river during the week who would not take Buffalo loads and could not get Ohio loads. They are all moving now, however.

The Music and tow are unloading coal at Lake Linden and will then go to Ontonagon for lumber for Cleveland, which will complete their contract for the season, it expiring October 1.

SHAW.

BAY CITY.

Special to the Marine Record.

The big steamship Bulgaria put out of Bay City on Thursday night on her maiden trip. Her commander will probably ere long be referred to as the "Prince of Bulgaria," for he has certainly a steamer worthy of a prince.

Captain Geo. King's tug Geo. B. Dickson, that has been doing service on St. Clair river for some time, is in port, and will probably take a tow to Ohio.

Eagle river parties are negotiating with Harry Shaw for the purchase of a harbor tug from this port.

Captain Armstrong's steamer Plow Boy has been taken from the Reservation beach route, and is now doing duty as freight and passenger boat on the Port Austin route.

The Tittabawassee Boom Co. expect to close operations for the season within thirty days. The tugs Weideman, Grant, Logie, will at once go into winter quarters.

The tug Waldo Avery, formerly hailing from this port, and which had such a close call for sinking at Cheboygan, was in port Sunday. She was thoroughly overhauled while in dock, and left Wednesday with a tow of three barges for Ohio.

The big raft of Mosher & Foster, of West Bay City, has nearly all been picked up and will soon be in port. The raft is valued at $80,000.

The tug Temple Emery and low were in port during the week. Captain Bates reports things as pretty nasty off Point au Barques Friday night when the Mineral Rock and tow had such a rough experience.

SHAW.

BUFFALO.

Serious wheat shortages continue. The schooner Fayette Brown was 160 bushels short and the Owasco thirty-three on small cargoes.

About the heaviest coal carrying trade of the season was transacted last week. The clearances for the past two days alone amount to 24,880 tons.

Lighters are at work raising the sandbarge sunk in the mouth of the creek.

The propeller Nebraska's cargo, oats from Chicago, overran 240 bushels.

Customs authorities report that the remission of the fine of propeller Australasia for carrying passengers will probably follow that of the J. F. Eddy, as the cases are similar. They claim that this will form no precedent, as the captains are merely excused for violating the law.

The schooner M. J. Cummings sprung aleak at Port Colborne laden with stone for Chicago. A diver has been at work on her, and Captain McLeod has gone to determine whether it is safe to allow her to complete her trip.

The tug J. B. Griffin, of Hands' line, was sold to Enright, of Toledo, for $4,250.

Receipts for the week: Flour, barrels, 88,946; wheat, bushels 1,043,453; corn, bushels, 1,247,629; oats, bushels, 228,891; barley, bushels, 117,000. Shipments: Coal, tons, 69,840; cement, bbls, 9,660; railroad iron, 2,400; salt, barrels, 1,650.

A number of citizens are raising a fund of one hundred thousand dollars ($65,000 already secured) as a prize for the best practical device or invention for the purpose of utilizing the unlimited water power of the powerful current of the Niagara river opposite the city. If this enormous power can be successfully controlled it is reasonable to assume that Buffalo will become a great manufacturing city.

Captain James Glenn has been appointed master of the schooner Millard Fillmore.

The Tioga and Nebraska both being in port Monday, an opportunity was afforded to make a change in officers. David Bordeaux, who has been mate on the Tioga, was given command of the Nebraska, vice Captain Shannon. The latter will remain ashore and take charge of the Union line's new steamship Owego, the largest vessel now on the lakes, and much larger than any in contemplation. It is believed that she will be ready for sea by the end of October, and be able to make two or three trips before the season closed. Captain Bordeaux is an experienced and careful pilot, and well deserves his promotion.

Captain E. T. Brown, who was master of the propeller White & Friant when she was sold, has gone into the lumber business at Saginaw with McCaskill & Trombley.

A large fleet was readily disposed of by shippers. Charters for coal: The schooner Annie Sherwood, to Chicago, Arthur and Porter, to Milwaukee, all at $1.25; propeller C. Tower, Jr., to Duluth, 90c; J. W. Westcott, to Racine, $1 45; schooner Geo. Nester, to Portage, $1.50; L. S. Hammond, Westside, M. T. Downing, to Detroit, Jennie White, to Toledo, all 35c, schooner Charger, stone, to Toledo, $2 per cord; M. P. Barkalow, brimstone, to Cleveland, 65c per gross ton.

Canal freights were firm, 4c offered, 4¼c asked, on wheat, and 3⅛c on corn to New York.

The propeller Susquehanna, due Tuesday afternoon, has 166,000 bushels of corn on board. The Terminal elevator unloads her in about nine hours, using the second leg only about half the time.

The sand scow, which has lately made so much trouble in the outer harbor, was safely brought up to the Union drydock Tuesday, where she will be repaired. She has already cost as much as she is worth.

FRANKFORT.

Special to the Marine Record.

Tug City of Holland, towing the scow Extenuate (X10u8), loaded a cargo of lumber and shingles here last week for Holland. The scow was formerly owned by the Furnace Co. here, and this is her first appearance at this port for years.

Tugs Hannah Sullivan and Sweet Brothers left on the 15th for their home port, St. Joseph. They have been engaged in fishish at this place the past summer.

The steambarge Wm. Rudolph is making regular trips between this port and Milwaukee. Captain McCoy is her master, and Trif Morin, who was second engineer of the Champlain at the time of the disaster, is engineer.

Tug J. Martin and schooner Sea Gem are still working at the sunken wreck City of Boston, and expect to raise her engine soon.

Among the fleet sheltered here on the 14th were steambarges R. A. Seymour, Wm. Rudolph, schooners A. M. Beers, C. Hart, Robbie Knapp, C. Amsden, Sea Gem, Extenuate, Dan Maybee, Boaz, Geo. W. Westcott, Minnehaha, Joseph Duvall, Lydia Roesser, Laura Miller, sloop Nettie, tug City of Holland. Quite a fleet for one day.

On the night of September 13 the patrolman of the Frankfort life saving station, discovered a bright fire, bearing west-northwest from the station. Captain Matthews at once ordered out the Buffalo life boat, and in tow of the tug D. P. Hall, steamed out in that direction for fifteen miles, but coming no nearer, apparently, they concluded that it was the reflection of a large fire on the west shore, and returned to the harbor. A heavy southwest gale was blowing at the time, the sea was running very high, and it was a hazardous undertaking, but the trip was made in safety.

The schooner Dan Maybee, mentioned above, was formerly the brigantine I. M. Hill, built at Neshoto, Wis., in 1866, and the Lydia Roesser was built up on the bottom of the old Gipsy, built at Cleveland in 1847. The Joseph Duvall capsized in the summer of 1877 and drowned her entire crew off Two River Point. The steambarge Seymour was formerly the Gilbert from Detroit.

BURMEISTER.

DULUTH.

A remarkable feat was performed last Thursday by the engineer of the steamer Missoula while loading grain at the elevator. The Missoula is fitted with a sectional propeller similar to those used on the White Star line upon the ocean. While at Buffalo she knocked a bucket off her wheel and the engineer then took off the opposite bucket to prevent the wheel from jumping, and she came up here with only two buckets on her wheel, making even under these disadvantageous conditions, ten miles an hour. While at the dock her engineer fitted on two missing buckets. These are carried aboard in case of accidents, and when she left port she had as good a propeller wheel as ever.

MACKINAW CITY.

The schooner City of Chicago was released from the Mission Point by the Leviathan and taken to Cheboygan early Sunday morning. It required two steam pumps to keep her free.

The owners of the cedar on the wrecked barges Smith and Anglo Saxon have an agent here who will endeavor to save the remainder of the cargoes. The deck loads were taken ashore, but the holds are full.

MANITOWOC.

The schooner William Blake came into Manitowoc leaking badly. She has gone into the drydock. The Mineral State is also in the drydock being repaired.

TONAWANDA.

The machinery of the dismantled tug William Goodwin, of Milwaukee, has been purchased by the Tonawanda barge line, which intends to put it into a new boat.

PORT HURON.

Captain S. B. Grummond, who purchased the Moffat dock property at the foot of Butler street, is having plans prepared for a two story brick block which he will erect on the property. There will be three stores fronting on Butler street, with his boat warehouse at the rear and his tug offices on the second floor. Next year Mr. Grummond will put a fast line of boats on the route between this city and Detroit and intends to make it hot for the opposition line.

Love & Schoffeld have been awarded the contract of building a large boiler for the steambarge George King.

The schooner E. B. Maxwell has discharged her cargo of grain and is now at Dunford & Alverson's drydock for repairs.

R. G. McCullough, who has the job of raising the old wrecks in Sarnia bay, raised the Dan Tucker after considerable work, she being so badly decayed the chains almost cut her in two. In bringing her over to this side, in tow of the tug Sprite, the chains cut through the planking and she went down in the middle of St. Clair river in sixty feet of water.

The revenue cutter Fessenden was up to Thunder Bay Island the early part of the week and removed the masts of the sunken schooner Van Valkenburg that foundered about a mile off the island several weeks ago. The spars of the sunken schooner were a dangerous obstruction to navigation, being right in the course of vessels bound up or down the lake.

TRENTON.

John Wright fell from a scaffold in Craig's shipyard one day last week, and was nearly killed. Frank Wright also had a narrow escape at the same place.

It cost the knights of labor about $600 to return to Canada the ship carpenters imported by John Craig, of this place, to take the place of strikers. The knights also attempted to prosecute Mr. Craig under the United States law, but failed for want of witnesses and the action was dropped. A few days ago Mr. Craig, with a magnanimity appreciated by the knights, paid the latter $400 cash as part reimbursement for their outlay.

John Craig, ship builder, has commenced the building of a steambarge 265 feet keel, 41 feet beam and 24 feet hold. She will be completed next spring.

The steamship J. C. Gilchrist was launched from John Craig's yard Wednesday afternoon at 3 o'clock. She is the largest vessel ever launched from his yard. She measures 255 feet keel, 272 feet over all, 40 feet 8 inches beam, and 24 feet molded hold. She is iron strapped throughout, and double iron strapped for about sixty feet forward of her machinery. Two steel cords are around the top of her frames, so that she is as solidly and strongly built as possible. She has triple expansion engine, cylinders 18, 30, and 48 inches with a 40 inch stroke, steam furnished by two Scotch boilers 12 by 12 feet. Boilers and engine were built by S. F. Hodge & Co., of Detroit. She carries four masts and is fitted out with the latest improvements in the way of steam steering gear, Providence steam windlass, etc. She cost Captain J. C. Gilchrist, of Cleveland, F. W. Gilchrist, of Alpena, and Messrs. Gelcher and Schuck, of Sandusky, about $115,000. Her first cargo will be grain from Detroit to Buffalo. Nearly everything is aboard of her, not only boiler and engine, but anchors, chains, etc., and it is expected she will be ready for sea this week. She presents a very handsome appearance, and her owners and builders may well be proud of her. Her light draft, is 3 feet 2 inches forward, 9 feet aft. She is expected to carry 85,000 bushels of grain, or 2,100 tons of ore on a sixteen foot draft. Captain L. H. Weeks, of Vermillion, will command her.

COLINGWOOD.

The Canadian schooner Jessie Scarth, which was reported to have gone to the bottom of Lake Huron in the recent gale that swept down that lake, is safe. She arrived here Monday, and Captain Roberts at once telegraphed Finn Bros., his Chicago agency, that he would go to Mudge Bay and load cedar for Chicago. The reason he failed to join the steamer Erin was that when he got to West Bay there was no one to load his vessel, and the shipper wanted him to lie at anchor for several days. Not wanting to suffer delay, Captain Roberts ran back to Georgian Bay to secure another cargo.

ASHTABULA.

The fund for the benefit of the family of Captain Clements, of the ill-fated Niagara, which is in the hands of Collector Deveny, at this port, now amounts to about $200, and is steadily growing. Other ports should start relief lists, as Captain Clements' family is left entirely unprovided for.

The new steamer Sitka is in port for the first time. She is a handsome boat in all respects.

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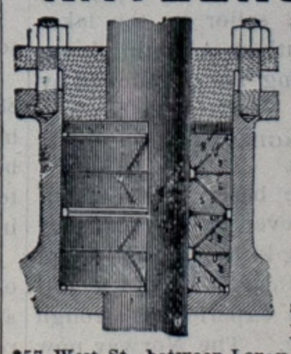

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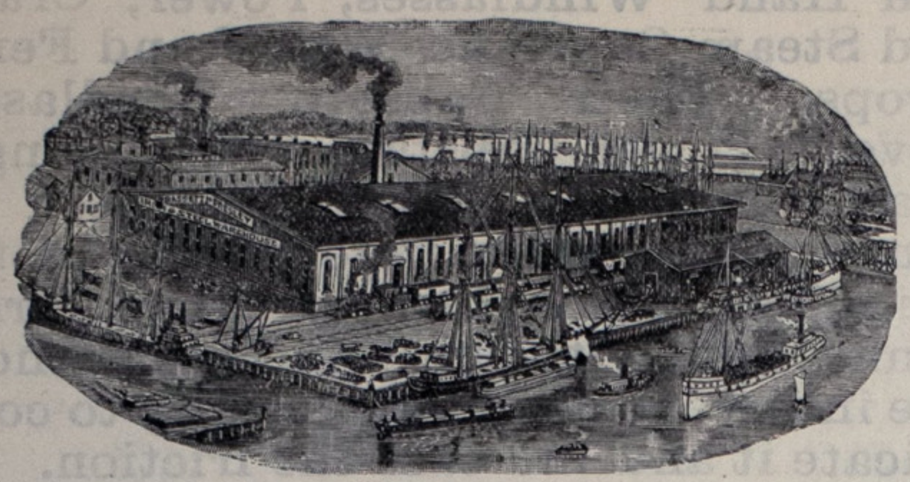

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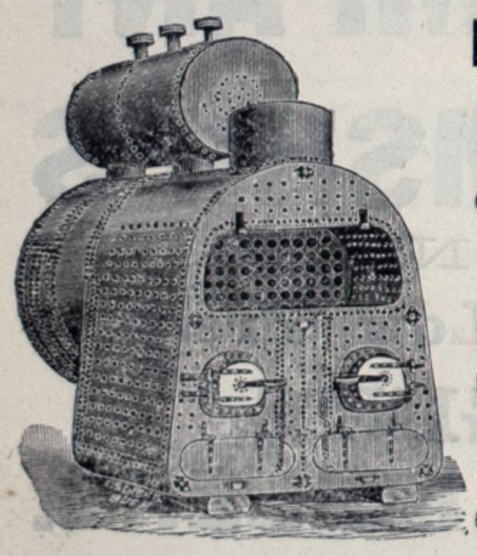

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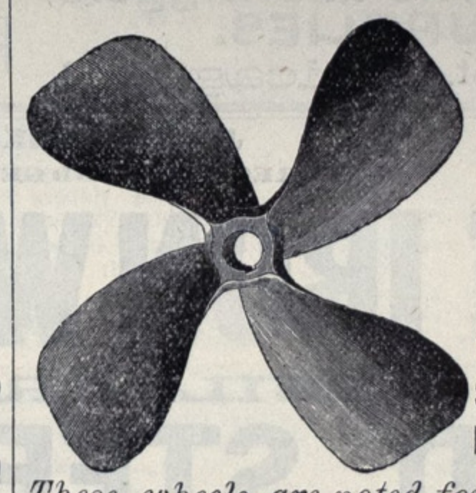

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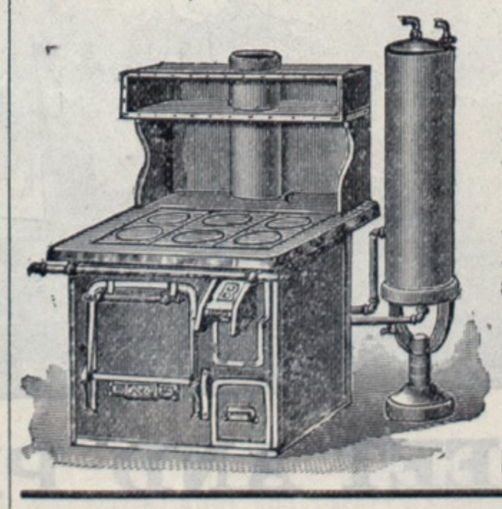

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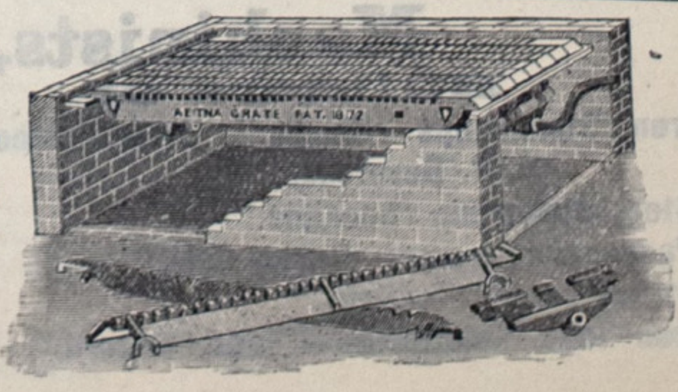

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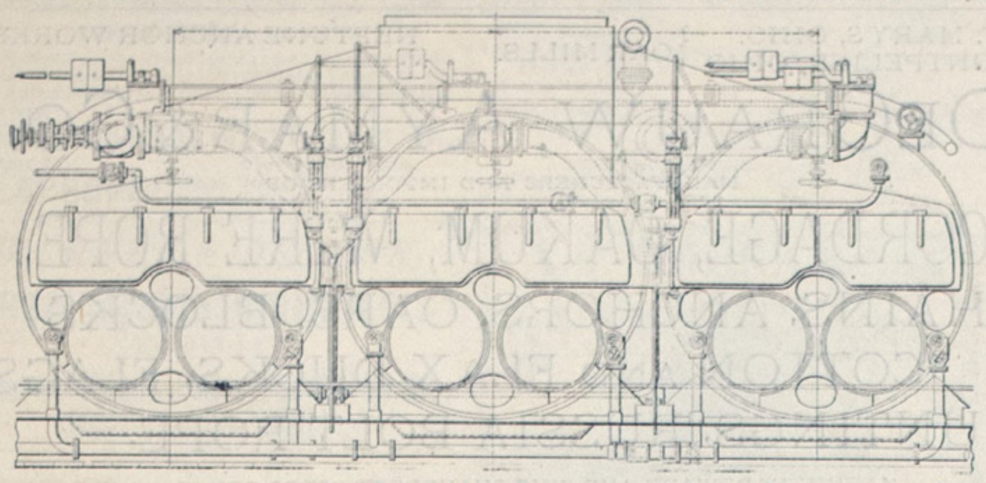

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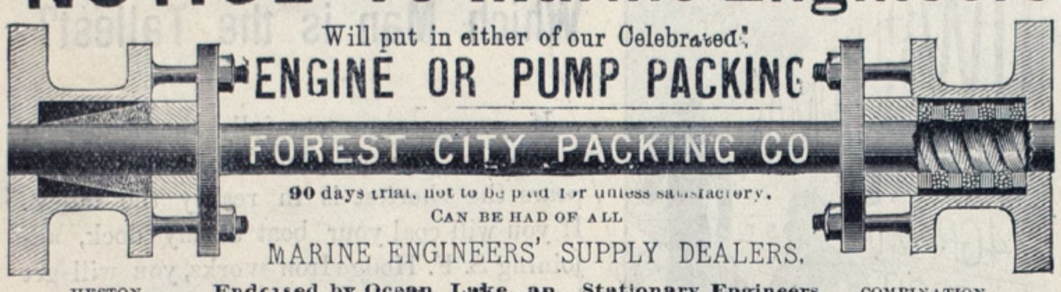
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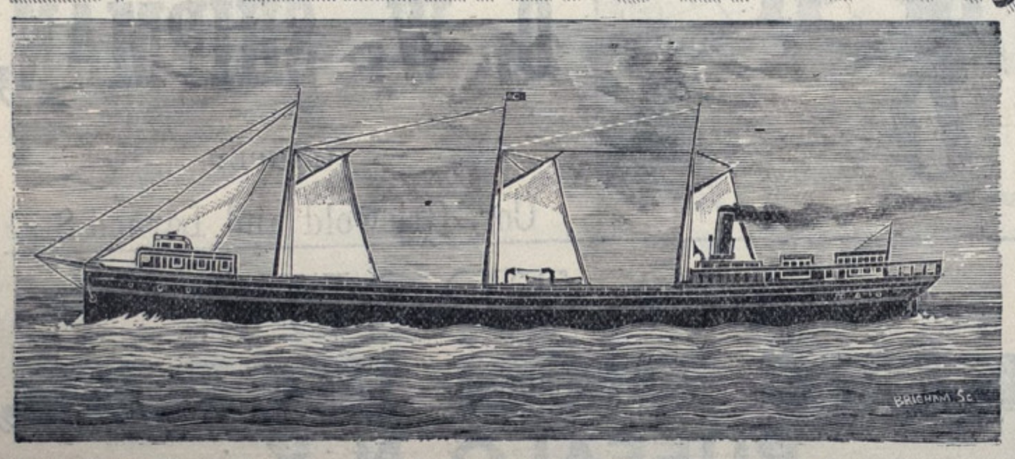

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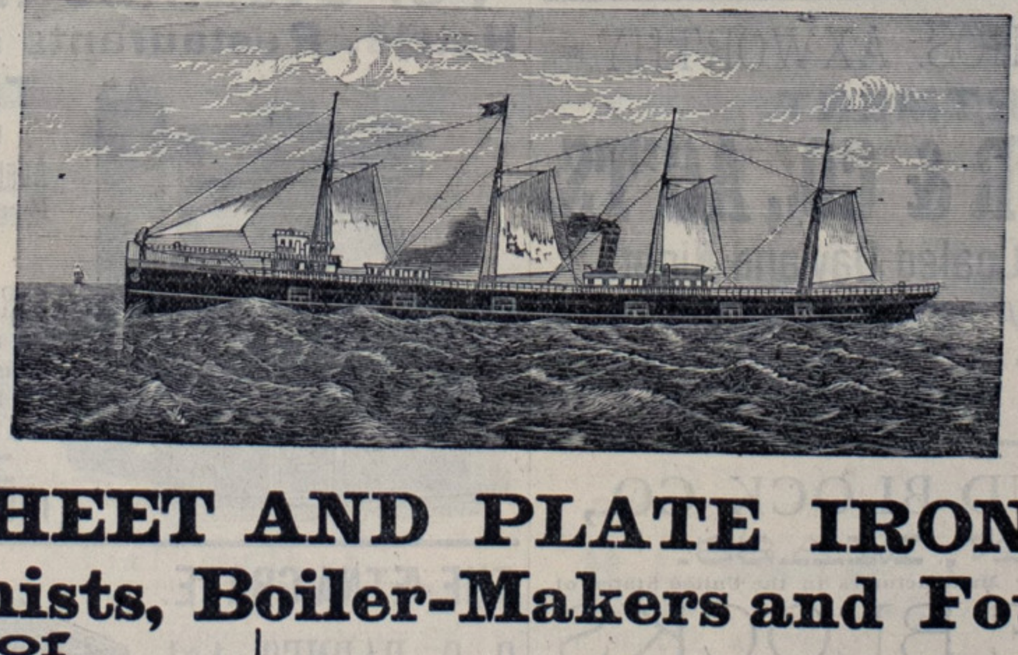

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SUPPLEMENT

THE EXPERIENCE OF A WHALER.

The crew was shipped on shares with $50, paid in advance, and consisted of forty hands. About the last of October, 1855, all things being ready, we put to sea, with a fair wind and flattering prospects of a fine voyage. Our captain was Angles Snell, a fine, gentlemanly appearing person, and a thorough seaman. The first mate was named William Mackee, a Scotchman, who had formerly been a lieutenant in the British navy, and master of a Guineaman, and was, in my estimation, one of the best men that ever trod a ship's deck.

The ship was armed, and we were trained to the guns every day in complete man-of-war style. Nothing of a hostile appearance, however, troubled us, and as we were drawing near the line, preparations were made to introduce about twenty-five green hands to his majesty, Neptune, the sovereign of the ocean. For this purpose, the day before crossing the line, about ten barrels of apples were hoisted on deck, overhauled, and the rotten ones thrown into some flour barrels, while those that were sound were returned below. The next day, about 1 o'clock p. m., all the green hands were sent below to clean the forecastle, where they were immediately secured by closing the hatches. One of the whale boats was then hoisted out of the launch, lashed to the starboard side, and filled with water. In the meantime the gunner, (who personified old Neptune, the ruler of the deep), horribly disguised, proceeded over the head of the vessel, and after having been thoroughly drenched with water, appeared, coming in over the bows, as well soaked as if he had just sprung from the bottom. Armed with a trident in one hand and a speaking trumpet in the other, he addressed the captain in the following terms:

"Ship ahoy! From whence came you?"

"From Boston, and bound to the South Atlantic and Indian oceans on a whaling voyage. Pray, what do you wish here?" replied the captain.

"I came on board to see if any of my children here have not been initiated."

"There are none here."

His majesty, however, was not to be deceived, but soon smelt them out, and one by one they were hauled forward, and shaved with the hoops of an old barrel for a razor, and a precious mixture of tar, pitch, lime, and whitewash for soapsuds. As soon as this ceremony was over about a dozen sailors, each with a bucket of water, proceeded to wet the officers, as is customary on such occasions, who heeled it for the cabin. In their haste the captain, two mates, and steward got comptetely jammed up in the companion-way, and before the snarl could be well cleared, their capital extremities were smoothed with about fifty bucketsful of the trident king's element, much to the glee of the sailors, who delighted in this spargefaction of their officers. The rotten apples were next called into requisition, which flew in all directions, until the vessel and crew were as completely bedaubed as one could wish. But as all visits must come to an end, so must Neptune's. Therefore, the head-pumps were set to work, and soon all things looked trim again. The rest of the afternoon, it being calm, was spent in drinking lemon punch, singing songs, and spinning yarns.

("There are records of this custom of the baptism of the line, as far back as 1712. It probably originated in the love of fun and frolic for which sailors are so peculiar, and may have been designed with a view to relieve the tedium and monotony of a long sea-voyage amid the calms which prevail in the region of the equator. The observance is now gradually falling into disuse.")

The next morning, a favorable breeze springing up, we shaped our course for the Cape de Verde islands, and the first landing we made was St. Jago. We lay off the island all day, taking on bananas, plantens, oranges, lemons, cocoanuts, pineapples, also a supply of fresh beef, and three little live pigs, one month old. From here we took our departure, and steered for the Cape of Good Hope. The 25th of October got around the Cape of Good Hope and into the Indian ocean and steered direct for the first whaling ground, which was the Mozambique channel. Here we caught our first whale, which stowed us down two hundred and fifty barrels of oil.

A general rule with all whale-ships, when on whaling ground, is to shorten sail about dark and make all sail again at daylight, so as to go over the ground as fast as possible. December 20 we anchored off the island of Johanna, three miles from shore. Johanna is the capital of the Comora islands. Here we took on a supply of fresh water and provisions for another four or five months' cruise. We lay here two weeks. Every other day one-half the crew would go on shore for liberty. After two weeks' stay in Johanna bay, we weighed anchor and sailed for the Saywayden villa banks, off Sidney, in search of sperm whales. We arrived on the banks the latter part of January. After cruising about two weeks we caught a large sperm whale, which made three hundred and ten barrels of oil.

Before I go any farther in this narrative, I will describe the different kinds of whales, and how they are caught. It may not be improper to speak of the different kinds of whales usually met with, and the manner of taking them. These animals so closely resemble fish in their outward form and development that they are generally considered as such by the mass of mankind. Upon an examination of their structure, however, we shall find that they differ from quadrupeds only in their organ of motion. They are warm-blooded, and, by means of lungs, breathe atmospheric air, and that only. Like quadrupeds, they bring forth and suckle their young; and, indeed, in all the details of their organization, they are the same as in this class of animals. The head of the whale is very large and long, forming about one-third of the whole length of the animal. The opening of the mouth is of corresponding magnitude. The nostrils are situated upon the top of the head, and are usually denominated "blow holes;" through these the air finds its way to the lungs when the whale rises to the surface of the water. The skin is destitute of outward covering, and beneath it is a covering of oily fat, called "blubber," from six to twelve inches in thickness. Their senses are not very acute, and they do not seem to possess much intelligence. Their ordinary speed in the water is about four miles an hour, which, however, sometimes they increase to twenty or twenty-five. The common, or Greenland whale, is destitute of teeth, but instead of them the upper jaw is furnished with transverse layers of a horny substance called baleen or whalebone. This species is timid and inactive, and yields more oil than any other, consequently they are more easily captured than any other. When full grown, its length is from 75 to 85 feet, and its circumference from 30 to 40. The ordinary weight is about 70 tons. They make a loud noise when breathing or "blowing," and often eject water to the height of six or eight yards, which, when seen in the distance, appears like a puff of smoke. They usually remain at the surface about two minutes, and "blow" eight or nine times, then descend into the water, where they remain five, ten, and while feeding, fifteen or twenty minutes, when they return to the surface to breathe. In thus rising they ascend at times with such velocity as to throw themselves completely out of the water. The razor or "fin back" whale is the most bulky and powerful of its tribe. It "blows" with such violence that in calm weather it may be heard a mile. Its length is about 125 feet. It is much more swift and active in motions than any other kind, and is by no means a timid animal. When harpooned, or otherwise wounded, it exerts all its energies. It is difficult and dangerous taking them, and the small quantity of inferior oil it affords but little inducement to the whalesmen. The spermaceti whale differs from the one described in many important particulars. The mouth is destitute of whalebone, but the lower jaw is armed on each side with about twenty strong conical teeth, which shut into corresponding cavities in the upper jaw. The head is very large, with a very abrupt termination in front; the upper part of the head is composed of cavities, separated by cartilaginous partitions, filled with oil, which, on cooling, crystallizes, forming the substance known as spermaceti. The males of this species are known among whalers as "bulls," and the females as "cows." This is the kind most sought for, and most valuable.

A whale-ship, properly fitted and manned, has three or four boats, and from thirty to forty men on board, according to the number of boats. The weapons used in securing and killing the whale are but two. First, the harpoon. This is an instrument of iron, about three feet in length, with an arrow-shaped head, the two branches of which have internally a reversed barb, like a fish-hook. When this instrument, to which a line is fastened, is forced, by a well directed blow, into the fat of the whale, and the line drawn, the principal barb seizes the strong fibers of the blubber, and it can not be withdrawn. The lance is used for killing the whale when secured. It consists of a spear of iron, six feet in length, terminating in a head of steel, very thin and sharp. These two instruments, with the lines, boats and oars form all the apparatus for capturing the whale. When the ship arrives on whaling ground two men are kept at the masthead continually, on the lookout, and the boats are ready to lower at a moment's warning. The whale is discovered sometimes by the "spout" and sometimes by the breach of the waves over it. When the "masthead" sings out, "There she blows," the captain asks, "Where away?" When it is ascertained to be a sperm whale the word is, "All hands on deck; see all clear for lowering the boats." All is now bustle and excitement. Each man is interested, as his wages depend upon the success of the cruise. The "lay" is one barrel of oil out of such a number; the master may have, perhaps, one in twenty, mate one in fifty, ship's keeper one in one hundred, boat steerer one in one hundred and fifty, and a common hand one in two hundred, according to the "lay" on which they engaged. The captain supplies all their wants while out, from the ship's stores, and it is deducted from their wages when they arrive home; thus every one is anxious for success. When the ship arrives within about half a mile of the whale, she is hove-to and the ship's keeper goes to the masthead with spy-glass, to watch the operation, and give directions to the man at the helm how to work the ship. The boats being lowered, each with its own crew, row for the whale. Care and skill are requisite to approach the whale before its "blow" out. The boat which is nearest the whale approaches it the right moment, and some expert workman throws the harpoon, and fastens to the whale. Sometimes when the whale has done blowing, and is about going down, the harpoon is thrown ten yards, and made to "fasten." But usually the boat is run directly upon the animal and the harpoon buried in its back. This is a critical moment, requires presence of mind in an officer, and perfect obedience in the boat's crew. The instant she is fast, the word is, "Stern, all." The boat now moves rapidly astern till out of reach of the fluke or tail of the whale; the tail, lying horizontally or flat in the water, enables him to dive almost instantaneously and with great power. When the whale feels the wound, made by the harpoon, it makes a convulsive effort to escape. This is a moment of danger; the men and boats are exposed to instant destruction from the violent blow of the ponderous tail. The whale goes down sometimes to the depth of a mile, and the utmost care and order are requisite on the part of the crew while the line is running out; should the line meet with any obstruction while running, the boat would be instantly drawn down. Their stay is from five to forty minutes; the longer time they are down the greater their exhaustion when they rise, owing to the pressure of the water upon them. When it rises, a second harpoon is fastened to it, and then a lance is used for killing it. The officer of the boat goes forward to do this; the lance, which has a long shank of wood, is forced into the vitals, just back of the fin. This being done two or three times, the whale is seen to be dying by the blood mingled with his spout, and after a short time he rolls over upon his side and the job is done. A signal is now made, the ship comes alongside, the boats are hoisted, and a strong chain, called the "fluke chain," is put around the tail, a little above where it begins to spread. A "good, stiff throat seasoning" is now expected by every man, and willingly given by the officers. Two men now get on the whale, each armed with a straight, sharp bludder-spade, with which they begin to cut near the fin. They cut length-ways of the whale about five feet, then, standing face to face, they cut around as far as they can down on the side. A hole is now made through this "blanket piece" near the end, into which a blubber-hook, weighing about sixty pounds, is forced; this hook, being connected with a very strong purchase and fall, the end of which is fastened to the windlass, then the word is, "Haul taut." Eighteen or twenty hands, with handspikes, now heave away at the windlass, and the blanket piece begins to rise, peeling off from the carcass as fast as the men on the whale can cut. As they cut spirally, and the whale rolls in the water and fluke ropes, the blanket continues to rise till it reaches the mainyard, and then another hole is cut down near the whale, into which another hook is fastened, and the operation goes on till the blubber is all in. These blanket pieces are swung in over the main-hatch and lowered into the blubber room, where they are cut up into thin slices for the kettle. The head is now cut from the body, and divided into two pieces, called the "case" and the "junk," the last of which is brought on deck and lashed; the "case" is then raised as high as the plankshire of the ship, and a large hole cut in it, from which head matter is taken, from ten to fifteen barrels in quantity. The "junk," when tried out, goes in with this, and it is called head oil, or spermaceti. Thus the whale is "cut in." It now has to be "tried out," and even the head oil must be boiled to keep it from spoiling. The scraps made in trying out the blubber are used to feed the fires, and when kindled, they require no other fuel. The oil is then stowed away, where it remains unless some of the casks leak, which is discovered by the pumps. If they bring up oil and water the whole of it has to be trimmed, that is, overhauled and the leaky casks taken out, emptied and repaired, and the whole stored away again.

The most extensive source of danger to the whale fisher, when actively engaged in his occupation, arises from the object of his pursuit. Except when it has young under its protection the whale generally exhibits remarkable timidity of character. A bird, perching on its back, alarms it; hence, the greater part of the accidents which happen in the course of its capture, must be attributed to adventitious circumstances on the part of the whale, or to mismanagement or fool-hardiness on the part of the fishers. One of our harpooners when engaged in lancing a whale into which he had previously stuck a harpoon, incautiously cast a little line under his feet, that he had just hauled into the boat, after it had been drawn out by the fish. A painful stroke of his lance induced the whale to dart suddenly downward; his line began to run out from beneath his feet, and in an instant caught him by a turn round his body; he had but time to cry out, "Clear away the line! Oh, dear!" when he was almost cut asunder, dragged overboard, and never seen afterward. The line was cut at the moment, but without avail. The fish descended a considerable depth, and died, from whence it was drawn to the surface by the lines connected with it and secured.

While cruising in the Mozambique channel, off Delrimple bay, Indian ocean, on the 26th of May, 1857, one of our boat-steerers harpooned a large whale; but, instead of sinking immediately on receiving the wound, as is the most usual manner of the whale, this one only dived for a moment, and rose again beneath the boat, struck it in the most vicious manner with its fins and tail, stove it, upset it, and disappeared. The crew, seven in number, got on the bottom of the boat; but unequal actions of the lines, which for some time remained entangled with the boat, rolled it over occasionally, and thus plunged the crew repeatedly into the water. Four of them, after each immersion, recovered themselves, and clung to the boat; but the other three, one of whom was the only person acquainted with the art of swimming, were drowned before assistance could arrive. The four men on the boat being rescued and conveyed to the ship, the attacks on the whale were continued and two more harpoons struck; but the whale, irritated instead of being enervated by its wounds, recommenced its furious conduct. The sea was in a foam. Its tail and fins were in awful play; and, in a short time, harpoon after harpoon drew out, the fish was loosened from its entanglements, and escaped.

When homeward bound, off the Cape of Good Hope, we encountered a terrible gale of wind, the ship labored very hard for forty-eight hours. Suddenly the wind ceased and left a tremendous sea rolling from the northeast. The seas were breaking over the ship's decks at a fearful rate. The captain ordered the chief mate to have the carpenter and second mate go down between decks and knock in the heads of all the oil casks they could get at, and all hands were ordered to the pumps and pump out oil, in order to calm the sea. We pumped out about three hundred barrels of oil, and found it took a great effect on the sea. After twelve hours of hard labor a fresh breeze sprung up from the southwest, we made all sail and got around the Cape in good shape.

On the 20th of June, 1858, off the island of Ascension, South Atlantic ocean, we saw a whale. The chief mate's boat was the first lowered into the water to give chase. The harpooner struck a calf whale. Its mother being near, all the other boats were disposed around, with the hope of entangling it. The old whale pursued a circular route around its cub, and was followed by the boats; but its velocity was so very great that they were unable to keep pace with it. The second officer, with his boat, selected a situation in which he conceived the whale would make his appearance, and was in the act of directing his crew to cease rowing, when a terrible blow was struck on the boat. The whale he never saw, but the effect of the blow was too important to be overlooked. About fifteen feet of the bottom of the boat were driven in; it filled, upset, and sunk in a moment. Assistance was providentially at hand, so that the men were all taken up without injury, after being but a few minutes in the water. The whale escaped; the boat lines fell out and were lost, but the boat was recovered. All hands came on board, hoisted the boats in the proper places for the homeward passage. On the 25th of October we arrived at New Bedford, Mass. When our oil was gauged by the gauger we found that we were five hundred barrels short of what we stowed down. So ends my experience of a three years whaling voyage before the mast.

C. M FLYNN.

RACINE.

The schooner Alvin Bronson, laden with railroad ties, and bound for Chicago, sprung aleak in the lake Friday night. Her mainsail was carried away and part of the running gear. She came to anchor in the bay, and barely missed going on the beach. The life saving crew and a tug managed to get her. She is part full of water. The crew of five men were completely exhausted. Captain Johnson, of the scow German, reports having passed through a large amount of lumber and wreckage twenty miles northeast of Milwaukee; also a black yawl boat capsized.

J. J. Lynn, marine reporter at Port, Huron was in Buffalo on marine business last week.

MARITIME LAW.

LIENS—MORTGAGEE OF VES-EL—CREDITOR OF ONE OF JOINT OWNERS ATTACHING VESSEL OUT OF STATE COURT—PRIORITY.

U. S. Circuit Court, Southern District of New York.

The lien of the mortgagee of a vessel upon the proceeds derived from her sale and deposited in the registry of the court is superior to the subsequent lien of a creditor who brings suit in a state court against one of the joint owners of the vessel, and in that suit causes an attachment to be levied on the vessel by the sheriff of the county.

Wallace, J.

The result of the decree of the district court is to subordinate the lien of the mortgagee of a vessel upon the proceeds in the registry of the court to the subsequent lien of a creditor who brought suit in a state court against one of the joint owners of the vessel, and in that suit caused an attachment to be levied upon the vessel by the sheriff of the city and county of New York. This singular and anomalous result has been worked out through a supposed lien upon the vessel acquired by a wharfinger to whose wharf the vessel was taken by the sheriff under the attachment. The wharfinger knew that the vessel was in charge of the sheriff when she was brought to and while she remained at the wharf.

Although wharfage is a maritime contract which creates a maritime lien in favor of the wharfinger against the vessel, it is essential to a hypothecation that the contract be made by some person who has authority to pledge the vessel to the performance of the contract. Very clearly a sheriff who has seized the vessel upon legal process, and resorts to a wharf in order to tie her up and prevent her from completing her voyage, has no such authority.

There is nothing in the state statute (Consolidation Act, Laws of 1882, Chap. 410 Sec. 778; which in terms or by implication makes the vessel liable when she is brought to the wharf on legal process, and is while there in the custody of the law.

The wharfinger could not acquire any lien upon the vessel, and consequently could not upon the proceeds in the registry, unless he did so by the act of the sheriff who brought the vessel to the wharf and kept her there. In this behalf the sheriff was merely the agent of the attaching creditor. Consequently, if it be assumed that the wharfinger could acquire any interest in proceeds in the nature of an equitable lien, it could rank as one derived under the attachment. It represents nothing more than the right of the attaching creditor to include in his recovery against the joint owner whose interest was attached the expenses of the wharfage as part of the costs or taxable expenses of the suit.

If the vessel had been sold on final process in the suit in which the attachment issued, the right of mortgagee to take possession and exercise his power of sale under the mortgage would not have been impaired. The purchaser of the execution sale would have acquired an interest which would have permitted him to redeem upon tendering the mortgage debt, but the sale could not have prejudiced the mortgagee or deprived him of the security of the vessel to the full extent of the mortgage debt. Certainly the mortgagee is in no worse plight under the stipulation by which the vessel was sold and her proceeds brought into the district court than he would have been if she had been sold upon an execution in the suit of the attaching creditor.

The wharfinger must look to the sheriff personally for the wharfage, and the sheriff must look to the attaching creditor. There is no hardship in requiring the wharfinger to look for his wharfage to the person who brought the vessel to his wharf. Although there is an implied license to vessels upon navigable waters to use such structures, in the manner and for the purpose contemplated by their erection, the wharfinger may terminate this general license or may withhold permission to a particular person. Heeney v. Heeney, 2 Denio 625. Swords v. Edgar, 59 N. Y. 28.

Inasmuch as the proceeds of the sale in the registry were not sufficient to satisfy the lien of the mortgage the decree of the district court in effect compelled the mortgagee to pay the claim of the attaching creditor against one of the joint owners of the vessel to the extent of his expenses for wharfage.

The decree of the district court is reversed with costs of the district court and of this court to be paid by the appellee.

July 8, 1887.

SEAMAN'S WAGES—BRITISH VESSEL—BRITISH MERCHANT SHIPPING ACT—NO LIEN WHERE MASTER, IN SHIPPING, KNOWS REAL OWNER TO BE AMERICAN.

U. S. Circuit Court, Southern District of New York.

Libelant claimed a lien on the bark J. L. Pendergast for his wages as master of said vessel. The claim was made under the British merchants shipping act, the vessel being registered in the name of a British subject and carrying the British flag. The real owner of the bark was an American, one J. L. Pendergast, who was ostensibly mortgagee in possession. Libelant, in making the contract with Pendergast to serve as master, supposed the latter to be the owner of the vessel and dealt with him as such. Held, that as to the libelant the bark was an American and not a British vessel, and his contract did not imply a lien on the bark for the master's wages.

Wallace, J.

The libelant sues in rem to recover a balance of wages due him as master of the bark Pendergast, claiming a lien by the British "Merchant Shipping Act" of 1854 (Section 191) upon the theory that the bark was a British vessel. The district court decreed in his favor and the owners of the bark have appealed.

The libelant, who is a citizen of this country, made a contract at the City of New York, to act as master of the bark with J. L. Pendergast, who also was a citizen of this country, residing at New York city.

Pendergast was the real owner of the bark, the vessel having been built for him and paid for by him at Quebec. She was registered at that Port in the name of James G. Ross as owner, and carried the British flag; but Ross had transferred her by bill of sale to one Adey, a British subject who was in the employment of Pendergast, and Adey had executed a mortgage for her full value to Pendergast with an irrevocable power of attorney, vesting in the latter power to sell, and absolute control of the vessel. Pendergast was in possession as the real owner.

The libelant testifies that when he made the contract with Pendergast, he supposed Pendergast to be acting as agent for Ross the registered owner. The district judge gave credit to this testimony and the decree of the district court proceeded upon the assumption that it was true. The evidence taken in this court shows that this testimony was untrue, and that the libelant did not know who was the owner of the bark, until July 31, 1884, when he went to the British consul to have himself endorsed as master on the ship's register, and then for the first time saw the register and saw by it that Ross was the owner. He had made the contract to serve as master with Pendergast over a fortnight before this. It is wholly improbable that he supposed Mr. Pendergast, whose name the vessel bore, was the agent for an unknown owner. The case must be decided upon the theory that he dealt with Pendergast as owner.

Although the bark was registered as a British vessel and carried the British flag the libelant was not misled by this prima facie evidence of her nationality, but dealt with Pendergast as owner at Pendergast's place of residence, supposing him to be the owner. As to the libelant the bark was an American and not a British vessel. The Alice Tainter, 14 Blatch. 41; the Plymouth Rock, 13 Blatch. 505. The contract having been made here and being one for services to be performed on a vessel which as between the contracting parties was an American vessel, has only those incidents which exist by the general maritime law as recognized in this country, and not those which are created by the law of Great Britain. Consequently the contract did not imply a lien upon the ship for the master's wages.

The decree of the district court is reversed and the libel is dismissed with costs of this court and of the district court.

July 21, 1887.

THE ALBERTA-OSBORNE COLLISION—DECREE OF THE DISTRICT COURT CONFIRMED.

The Canadian Pacific railway company's steamer Alberta and the propeller Osborne came into collision about June 11, 1884, in a dense fog nine or ten miles northwest of Whitefish Point, L. S., the Alberta striking the Osborne near her stern at about a right angle. The Osborne had 1,120 tons of iron ore aboard and two ore-laden schooners in tow, bound from Marquette to Ashtabula. The Alberta was on her regular trip from Owen Sound to Port Arthur, with the usual quota of passengers and freight, and was running at a speed of ten or twelve miles an hour. Whatever her speed was she penetrated the Osborne sixteen feet in a lateral direction to the center of the boat, cutting her nearly in two, in spite of her cargo of iron ore. The Osborne sank in 162 feet of water, carrying down three of her crew and also a passenger on the Alberta, who lost his life while endeavoring to rescue the fireman of the Osborne.

Suit was brought by the owners of the Osborne and her cargo, and the United States district court held both vessels in fault, the Alberta for excessive speed, and also condemned the Osborne's speed of five miles per hour in a fog as not the moderate speed required by law, though finding that both vessels were giving the fog signals as required by law. The damages resulting from the loss of the Osborne and her cargo amounted with interest to about $88,000. The Alberta's damages, including demurrage for repairs, were fixed at about $20,000. According to the admiralty rule, applicable to the finding that both vessels were in fault, the damages were divided by deducting from the decree in favor of the owners of the Osborne the loss suffered by the Alberta and equally dividing the remainder. The decree of the district court was affirmed by the United States Circuit Judge Jackson, the pecuniary result being that the owners of the Alberta must pay to the owners of the Osborne and her cargo $33,000. The case has been in court nearly three years.

EVIL RESULTS OF OBITUARY POETRY.

Sepcial Correspondence to the Marine Record:

PORT HURON, Mich., September 8.

It is an old saying that the shoemaker should "stick to his last," and with your permission, I wish to change it a little and say that the engineer, particularly if he be a marine, should stick to his "monkey-wrench;" especially should he refrain from any attempt at poetic indulgence. Of course my previous letter will detail the first hours of liberation from the Teaspoon Corners jail. Here I am in the antiquated town of Port Huron; landed here this morning, and am bivouaced at the Grant house; have only been here a few moments, and have seen no one.

You remember that my last letter told you the condition under which I enjoyed the position I then held. Well, I got fired, not because the young fellow got well whose place I held, for he died, Mr. Editor; in fact, I may say he was as dead a man as I ever saw, and as per my agreement I presented my poem, written in honor of that event, to the editor of the county paper, and it was printed, and right there commenced my downfall. The maddest man I ever saw was that young fellow's father. And I do not see anything wrong in the verses. Here they are, Mr. Editor, read them yourself; you need not print them though. I only send them as a guarantee of good faith, but if you should print them I shall not charge you anything extra.

Here rests the form of hungry Jeams,
Who has gone from all cares away;
Although he sleeps he never dreams,
And where he rests he's bound to stay.

A noble, true and useful boy,
A good one on the farm;
He always was a mother's joy,
For his socks she used to darn.

He liked to work, so I've been told,
All day in the broiling sun;
He digged taters all day long,
Then told his girl it was fun.

He'd sow the beans and dig the corn,
And all such work as that;
He was twenty-four, not very tall,
But mighty broad and fat.

He never will again, I ween,
At least this side of heaven;
Run through harvest the old machine,
For his job to me has been given.

An angel came last Friday eve,
And his spirit took away;
We were very sorry to see it leave,
On such a rainy day;

We placed some crape on the brindle cow,
Likewise upon the door;
Before he died he told us how,
At the bob tail mule he swore.

What do you think of that anyhow? Really, from my point of view, I consider that poetry decidedly sentimental. But, nevertheless, the young man's father discharged me, and I want to say right here that in my career, I have been discharged a good many times, but I do not believe that I ever was discharged quite so hard as I was this time; in fact, I am not over the effects of it yet. If you will send me the money you owe me for this article I will quit, for I have thrown up the sponge, as I lost a good job trying to write poetry. There is nothing in it. I am going out now, as soon as I mail this letter, and hunt up Fitzgerald, Burton, and the rest of the boys. I am looking for a job. Until you hear from me again, good bye.

THE SECOND ENGINEER.

SHIPMENTS THROUGH CANADA.

Since the abrogation of the Washington treaty only American vessels have been permitted to carry grain from Chicago to Canada, where the cargo was to be reshipped through the dominion in cars back into the United States. H. J. Coon, a Chicago grain shipper thought he would make a test case. So he shipped a cargo of grain in the Canadian steambarge C. W. Chamberlain. The vessel carried it to Midland and Coon asked the treasury department if he could send the grain from Midland to Boston free of duty. A prompt and decisive negative was the response.

CHEBOYGAN.

The steambarge Mattawan returned Tuesday the 13th, having abandoned her barges Anglo Saxon and Smith, stranded at Waugoschance as total loss. Two steam pumps on each failed to lower the water, and both are badly hogged. While adjusting the steam pump on the barge Smith as she lay on her side, the pump slipped from its position and was thrown violently against the lee rail, crushing Captain Ulysses Surles to death. Captain J. W. Surles, of the steambarge Mattawan, brother of deceased, takes the remains to Detroit.

The propeller Lycoming ran on the head of Stag island Saturday night 10th at 11 o'clock. She was lightered off by the schooner M. L. Breck and Ferry Hope which were sent from Detroit to assist her. The propellers India, Winslow and tug Haight pulled at her, but without success. After being lightered she was pulled off by propeller Lehigh, tugs Porter, Castle, Mollie Spencer, Kitty Haight and Hope.

TOLEDO.

The report about the David Dows set the marine men here in a general commotion; but when it was learned that she was light the anxiety for her was lessened, as they knew she would outlive any gale if she was not loaded, and such proved to be the case with the old Toledo favorite.

All that remains of the old schooner Adriatic has been sold to a junk dealer for $60. For ten years after she came off the stocks she was considered one of the fastest boats on the lakes. She was built at Ashtabula, O., at Thayer's yard in the spring of 1865, and cost $22,000. Since then the schooner has paid for herself a hundred times. Last May Frank Johnson of Chicago bought the boat for $100. A survey was made upon her and it was ascertained that the old hulk was irreclaimable as a money making institution. The junk man will dismantle her, have her towed out in the lake, scuttled and sunk.

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